

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

.25X1

COUNTRY: East Germany

DATE DISTR. 7 September 1955

SUBJECT Production by VEB Industrierwerke,
 Ludwigsfelde

NO. OF PAGES 1

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

25X1

1. It was reported that the final assembly of the 100-105 Diesel engines in workshop No. 9 was scheduled to begin not earlier than in late April or early May of 1955 instead of on 1 April 1955 as originally intended. In early March 1955, the engines were still in the building stage and the sixteen specialists, who had been detailed to the consignees of these engines in Rosslau, had not returned from there by that time. 1
2. The daily manufacture of 250 to 300 motor scooters per shift could not be realized during the first two months nor could the fulfilment of this quota be hoped for by March 1955. The body, originally planned to be made of one piece, proved to be too heavy for that scooter and had to be altered. The improved model with its special body for the front wheel was exhibited for the first time at the Leipzig Fair. As a result of this alteration, the VEB Blechverformungswerk (nationalized sheet-bending plant in Leipzig) was unable to deliver the bodies in time and this caused the delay of the final assembly of the motor scooters.
3. [redacted] Junker components for the Junkers*type aircraft engines were scheduled to be shipped to Poland via Dessau.
4. The monthly production of 120 Diesel "ants" ^{(car) 2} ~~beginning 1 February 1955~~ could not be attained in February 1955, ~~because of the lack of material,~~ and also for March 1955 only 75 percent of the quota could be expected.
5. Antitank gun liners (Panzergeschuetzbuchsen) were manufactured in workshop halls No. 6, No. 8 and No. 11 of the plant and delivered to Neubrandenburg.

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1. [REDACTED] receiving plant in Rosslau probably is identical with
- VME [REDACTED] powerft, as KVD-125 is a marine Diesel engine.

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1. It was reported that the final assembly of the KVD-125 Diesel engine in workshop No.9 was scheduled to begin not earlier than in late April or early May of 1955 instead of on 1 April 1955 as originally intended. In early March 1955, the engines were still in the building stage and the sixteen specialists, who had been detailed to the consignees of these engines in Rosslau, had not returned from there by that time. 1
2. The daily manufacture of 250 to 300 motor scooters per shift could not be realized during the first two months nor could the fulfilment of this quota be hoped for by March 1955. The body, originally planned to be made of one piece, proved to be too heavy for that scooter and had to be altered. The improved model with its special body for the front wheel was exhibited for the first time at the Leipzig Fair. As a result of this alteration, the VEB Blechverformungswerk (nationalized sheet-bending plant in Leipzig) was unable to deliver the bodies in time and this caused the delay of the final assembly of the motor scooters.
3. [redacted] Junko components for the Junkers-type aircraft engines were scheduled to be shipped to Poland via Dessau.
4. The monthly production of 120 Diesel "ants" (sic)² beginning 1 February 1955, could not be attained in February 1955, because of the lack of material, and also for March 1955 only 75 percent of the quota could be expected.
5. Antitank gun liners (Panzergeschuetzbuchsen) were manufactured in workshop halls No.6, No.8 and No.11 of the plant and delivered to Neubrandenburg.

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1. [redacted] Comment. The receiving plant in Rosslau probably is identical with VEB Rosslaue Schiffswerft, as KVD-125 is a marine Diesel engine.

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2. [redacted] Comment: Possibly a translation of Ameise.

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